

SECTION VI - IMPLEMENTATION

PRIORITY RANKING SYSTEM

This Section ranks the different trail and greenway segments by their priority. The implementation of the Plan should be accomplished in stages and each stage should be determined by the priority rank of the trail or greenway. The ranking system contains eight (8) elements for ranking greenways and eight (8) for ranking trails. Each are outlined below. Each trail or greenway would score one point for each element that it benefits with a total possible score of eight. On the following pages are tables showing the scores for each trail or greenway. As time progresses, greenway and trail projects will be brought forward that are not listed in the Plan. This ranking system could be used to determine priorities for these projects as well.

The ranking system and the resultant priority scores should be reviewed on an annual basis to ensure ranking elements and priorities remain current. This annual exercise is critical as grant applications to financially implement this Plan requires evidence that the trail or greenway is a current priority within the system. In addition, as trails and greenways are completed other projects should move upon the priority list.

Greenways Ranking System - The Elements

1. Benefits Multiple Communities - Directly benefits multiple communities or a large segment of the population. The green way will serve more than one community or neighborhood.

2. Completes Existing Greenway - Segment completes an existing greenway.

3. Creates New Connections - Creates a new connection between greenways and trails.

4. Assists Wildlife - Provides habitat and migration paths for wildlife especially threatened or endangered species.

5. Preserves Water Quality - Has an ecological function such as floodplain (water storage/recharge) or filter strip.

6. Prevents Flood Damage - Protects developed areas threatened by flood damage.

7. Buffers Existing Preserves - Provides a natural extension of an existing park, preserve, or currently protected area.

8. Scenic or Historic Areas - Protects important scenic or historic areas from development.

Trail Ranking System - The Elements

1. Benefits Multiple Communities - Directly benefits multiple communities or a large segment of the population. The trail will serve more than one community or neighborhood.

2. Completes Existing Trails - Segment completes an existing trail.

3. Creates New Connections - Creates a new connection between greenways and trails.

4. Provides Trail Opportunities - Suitable for trail development with few conflicts, such as, ownership issues or major design problems.

5. Provides Access to Schools - Provides trail access to within a few blocks of a school. Consideration should be given if the trail is within 5 blocks of a school and the remaining distance to the school is covered by residential streets.

6. Connects Multiple Public Facilities - Connects more than one park, preserve, library, or public facility.

7. Reasonable Length - The trail is short enough in length to make it reasonably affordable.

8. Provides Travel Alternative - The trails is designed for transportation purposes rather than recreational purposes, although either purpose could most likely be enjoyed.

Table 5. Greenway Priorities - Listed Alphabetically

Greenway	1	2	3	4	5	6	7	8	Total
Baker Creek Natural Greenway	●			●	●	●			4
Bourbonnais Creek Greenway	●			●	●	●	●	●	6
Davis Creek Natural Greenway				●	●	●	●		4
Horse Creek Natural Greenway					●	●			2
Iroquois River Greenway				●	●	●			3
Minnie Creek Natural Greenway					●	●			2
Rock Creek Natural Greenway					●	●		●	3
Soldier Creek Natural Greenway	●				●	●			3
Trim Creek Natural Greenway					●	●			2
Wiley Creek Natural Greenway					●	●		●	3

Table 6. Trail Priorities - Listed Alphabetically

Trail	1	2	3	4	5	6	7	8	Total
Aroma Trail	●			●					2
Bonfield Trail	●			●					2
Bourbonnais/Manteno Trail	●			●				●	3
Brown Boulevard Trail				●	●		●	●	4
Cabery Trail				●				●	2
Career Center Trail				●	●	●		●	4
Convention Center Trail				●		●			2
Diversatech Trail				●				●	2
Duane Boulevard Trail				●			●	●	3

Eldridge Trail				●					1
Grand Marsh Trail				●					1
Grand Northern Trail			●	●				●	3
Grand Southern Trail				●				●	2
Greenwood Trail	●			●	●	●			4
Horse Creek Trail				●					1
Limestone Trail				●		●		●	3
Manteno Downtown Trail				●		●		●	3
Manteno-Grant Park Trail	●			●				●	3
Momence Cross Town Trail				●			●	●	3
North Manteno Trail				●					1
North Momence Trail				●					1
Perry-Davis Trail		●		●		●	●		4
Pilot Trail				●				●	2
Reddick Trail				●					1
River Road Trail				●					1
River's Edge Trail	●	●		●		●		●	5
Rock Creek Equestrian Trail				●					1
Rock Creek Trail				●		●		●	3
Sandbar Trail				●					1
Savanna Trail	●			●					2
South Kankakee Trail				●	●		●		3
South Midewin Trail	●		●	●					3
South Momence Trail	●			●					2
Sugar Island Trail				●					1
Trans Bradley Trail				●	●	●		●	4

Trans Manteno Trail				●	●	●		●	4
Waldron Trail	●			●	●	●		●	5
West Kankakee Trail				●	●	●	●		4
West Manteno Trail				●	●				2
Willow Trail				●					1

RECOMMENDATIONS

Metropolitan trail planning is the crucial first step in developing trails and greenways in urban and suburban areas where there are numerous and overlapping government jurisdictions and multiple objectives for open space. The goal of metropolitan greenways and trails planning should be to channel citizen energy to stimulate and coordinate local efforts to achieve regional trail networks. It is also the crucial first step in developing greenways and trails in rural areas. This successful experience with and use of trails in metropolitan areas has encouraged trail development in rural areas.

When the following initiatives are combined, successful greenway and trail development occur and, with patience, can overcome seemingly insurmountable obstacles. When one of these ingredients is missing, greenways and trails development becomes significantly more difficult.

☐ Develop a dedicated advocacy group for implementation of the Greenways and Trails Plan. This group may initially only be interested in a specific trail but in time could expand to encompass a vision for an entire metropolitan area.

☐ Develop a core of public agencies with the authority to acquire and develop greenways and trails with a long term commitment to funding trail development.

☐ Encourage support for trail development among the area's local governments (municipalities, townships, county, etc.) and from non-recreation/open space groups and organizations, e.g. economic development and tourism organizations who recognize the broader benefits of greenways and trails.

☐ Create a shared vision among constituent organizations, agencies, governments, and other interests for the trail or area.

☐ Annually review the goals and objectives of the Plan and make changes when appropriate.

Metropolitan and county-wide greenway and trail planning should be encouraged. The role of the Kankakee County Regional Planning Commission, however, will be to facilitate active, self-sustaining greenways and trails development in Kankakee County. "The Regional Planning Commission will play a supporting role in coordinating the development of this Plan through planning and coordination services to local agencies. The KCRPC will not, however, be building any of the trails or acquiring any land for greenways."

It is important to remember that each township and community is unique and may have on-going local planning issues and development regulations that can perhaps better take into account local conditions and priorities and can better integrate trails with open space, natural resource, infrastructure, and other amenities. More importantly, unless the will to embark on a long-term greenways and planning effort exists locally, no County activity will even be able to replace it.

The development of greenways and trails, because of their typical multi-jurisdiction, multi-objective, nature, need cooperative partnerships to be effective. This cooperation can happen through planning initiatives, applying for grants, and by other

means. Partnership among agencies at various levels of government and the private sector are becoming common to address public issues and needs more effectively. Each level of government, as well as, the private sector, has an important role to play in realizing the vision of this Plan. Each partner can play a key role in greenway and trail development, operation, and promotion.

Finally, all local governments and agencies are urged to consider recreational trail development in on-going and future projects and planning, especially local regional transportation plans. Recreational trails offer viable alternatives to meeting local transportation objectives.

Creation of Not-For-Profit Organization

Unlike most northern Illinois counties, Kankakee has no county-wide organization, such as a forest preserve or conservation district, with the ability or authority to coordinate efforts and to implement all of the proposals developed in this Plan. This makes implementing the Plan difficult. One of the main tasks after the passage of the Plan should be the creation of an umbrella organization that is county-wide and has the ability to apply for grants, work with land trust organizations, and be the “guardian” of this Plan. Although the creations of a county-wide forest preserve or conservation district or other like taxing body may not be possible, at the moment, another alternative would be the creation of a not-for-profit 501-C-3 organization. This new organization would be able to coordinate the efforts of the local government agencies and the County, apply for bikeway and greenway grants from the State and

Federal government, and work with County transportation officials to implement changes that can be made to existing roadways.

Clearly, the private sector has a critical role to play in providing greenways and trails. It is often private individuals, formally organized as a not-for-profit organization or informally organized as a group of interested citizens, who first recognize greenway and trail opportunities, mobilize support and alert government of these opportunities. Without local grassroots support, greenway and trail initiatives, either federal, state, or local, are not likely to succeed.

Implementation with the Ranking System

The implementation of the greenways plan should follow the guidelines from the performance ranking criteria. The trails that rank the highest should be the first projects to be pursued. Each governing entity should consider adding the trail or greenway in their respective jurisdiction, to their long range plan. It is assumed that the separated off road trail systems will not be constructed or maintained by the County. The County will strive to improve roads and County highways to be more bicycle and pedestrian “friendly” as roads are improved and funding becomes available. The part districts and municipalities, with assistance from the new non-profit organization, should be the main guardians of the greenway plan in their respective jurisdictions.

Natural Corridor Preservation

Emphasis should be placed on protecting significant natural features in the

County that remain unprotected. In particular, areas that have been identified on the Illinois Natural Area Inventory (INAI) database by IDNR should be permanently protected. These sites are tracts of land or water that has a natural configuration or sufficient buffer land to insure its potential for proper protection and proper management. These sites meet one or more of the following criteria:

1. High quality natural communities
2. Habitat with endangered species
3. Habitat with relict species
4. Outstanding geologic features
5. High quality restoration sites or sites containing a translocation of state-listed species
6. Unique natural features
7. High quality rivers and streams

Illinois Nature Preserve Dedication

One way to encourage protection of natural resources is through Illinois Nature Preserve Dedication. In Illinois, a nature preserve is a tract of land that has been permanently protected by state law due to the rare plants, animals, or other features present. The legal protection granted is the strongest protection for land in Illinois. The preserves range in size from less than an acre to more than 2,000 acres. Such preserves are found in over 73 counties, including Kankakee County, with more than

100 different landowners, both public or private.

The primary guide for protection of nature preserves is the statewide inventory of natural areas (INAI) which was completed in 1978 and recently undated. Nature preserves are managed to preserve and enhance natural communities and populations of native plants and animals typical of pre-settlement conditions, using a variety of techniques, including prescribed fire, brush removal, exotic species control, and exclusion of incompatible uses.

Allowable use of the preserve is limited to nonconsumptive, nondestructive activities such as hiking, botanizing, bird watching, etc. Uses which may damage the area's natural features, such as camping, horseback riding, snowmobiling, all-terrain vehicles use, hunting, plant removal, introduction of plant species, and wood collection are not permitted.

Implementation with Legal Restrictions and Regulations

Zoning

The best way to implement a comprehensive greenway plan is to institute a new zoning district or overlay district that is specifically designed to preserve corridors in their natural state. The restrictions should concentrate on the creek beds which account for most of the natural greenway designations in the County. The new district or overlay should establish certain development setbacks from the centerline of the creek bed. In some areas of the County, this setback could be the designated

floodplain. The new designations should be placed on the official Zoning Map of the jurisdiction.

Planned Unit Development (PUD)

Another way to implement the greenways plan is to create regulations that require every parcel adjacent to the designated greenway area to be submitted as a PUD for development approval. This would ensure that the County, and Planning Department can properly review and manage the establishment of the greenway corridor.

This alternative gives the County greater flexibility as it can address each piece of the greenway as it is developed and make certain concessions where needed. This alternative is best used in developing areas where it is assumed that the developers will move up the corridor in progressive and relatively quick stages. It does little to areas that are already developed and to areas that will develop incrementally over a long period of time. For developed or soon to be developed areas, the following approach is recommended.

Subdivision Regulations

The County subdivision regulations mandate the donation of land to the park district or municipality for the incorporation of the greenway system. If the Greenways Plan is to have a meaningful impact in the County's greenway development, it must be

integrated with all aspects of transportation and development. The County should consider adding a greenway donation or easement acquisition statement to the subdivision regulations to ensure proper consideration is given to greenways when a subdivision is planned. The County must be able to ensure that the land donated is contiguous to the other established or planned greenways or open space areas so that when and if a trail is built, it ensure linkages and continuity.

Implementation within Transportation Planning Process

the implementation of the greenway plan must coincide with the implementation of the transportation corridor planning process. Transportation corridors, like the natural corridors, are the gateways to, and the connections between the municipalities in the County. They preserve and protect our scenic landscape, support community image, manage traffic, provide crucial access, and generate a hospitable environment for commercial enterprise. The new TEA-21 Legislation, like ISTEA before it, makes corridor planning a mandatory process. It is critical that at no time should the greenways plan and the transportation needs of the County become contradictory. The Greenway designation should be flexible to the transportation needs of the County. Likewise, transportation plans must respect the environmental sensitivity of the preserved corridors and special attempts should be made to preserve the corridor in the natural state as much as possible. This challenge is the continued task of the Planning Commission, Planning Department, Highway Department, County Board, and local government agencies to foster a mutual relationship between environmental and

transportation corridor preservation.

This Plan has isolated at least one corridor for possible future transportation development, the Grand Northern Trail and Parkway. The Parkway concept is a unique opportunity for the County to both expand recreational, aesthetic, and environmental assets in the County while at the same time provide better access to the State Park and improved traffic circulation in a rapidly developing area. The planned alignment for the parkway stretches from IL Rt. 102 at its western terminus to IL Rt. 50 at its eastern terminus along most of 6000 N Road.

When the transportation plans are created for the Grand Northern Parkway special attempts should be made to design the roadway with a large natural or landscaped boulevard, large development setbacks, and limited curb cuts. Development along the roadway will be restricted and the roadway will be more pedestrian, bicycle and environment friendly. The parkway concept should not be underestimated, it meets many County objectives and could create a positive asset to the community. By coordinating transportation and greenway initiatives, the County and municipalities are providing for essential needs of its residents.

Implementation is the most important part of any planning process. No matter how accurate the assessment, how appropriate the research, how compelling the facts are, the implementation is the only action that will actually make a difference in the lives of the County's citizens. The implementation should begin as soon as funding becomes available. As time progresses, costs of land and construction will likely increase and open space opportunities will become limited and difficult to achieve.

Below is a step-by-step implementation schedule that may assist the County in working through the implementation process.

Call for Action

The price of land can only go up, way up! If we want to leave children and grandchildren more than just adequate legacy we must act now! Future generations deserve clean and appealing waterways, healthy and accessible public land, diverse and ecologically sound open spaces and bike trails which are safe and challenging. Now is the time to acquire the lands that are critical to a cohesive and varied open space environment.

Implementation Schedule - The 12 Step Process

- 1) Present Plan to municipalities for “sign on” and endorsement.
- 2) Create new non-profit 501-C-3 organization to become the implementation arm of the plan. This could be done in the form of a Trust or Foundation.
- 3) Create a special “greenway” and trail district in the County Zoning Ordinance and place all land on the Kankakee County Greenways and Trails Plan Map in the special district or overlay. Update the Zoning Map accordingly.
- 4) Create a Transportation Corridor Preservation Zone and place the Grand Northern Parkway and other sites into the zone.
- 5) Draft a model ordinance for the municipalities of the County.
- 6) Pass resolution encouraging municipalities to adopt the model ordinance or one like it to implement a greenway district in their respective municipalities.
- 7) Make amendments to the revised subdivision regulations.
- 8) Park, conservation, and forest preserve districts and municipalities adopt a prioritized schedule for trail construction and open space acquisition.
- 9) County and township transportation officials and IDOT adopt a prioritized schedule for roadway improvements that incorporate trails and trail enhancements on rural county highways, state highways and bridges county wide.
- 10) Design uniform signage, and publish a map or brochure of the multi-purpose trail system.
- 11) Implement new schedules and apply for federal, state, and local grants.
- 12) Install signage on existing road trails, begin engineering work for trail and phase construction.

DESIGN STANDARDS

The American Association of State Highway and Transportation Officials (AASHTO) has divided the vague term “bicyclist” into three classifications.

Type A - This classification includes the advanced bicyclist that can operate and prefer to operate under most normal traffic conditions. They comprise the majority of current users of collector and arterial streets. The Type A bicyclist would be best served by direct access to destinations via the roadways, the opportunity to operate at maximum speed with minimum delays and sufficient operating space on the roadway or shoulder to reduce passing problems.

Type B - This classification includes the basic adults and teenagers that bike primarily for recreation or are less confident in their ability. They generally prefer comfortable access to destinations by a direct route on either low speed, low traffic volume streets, or well-defined separated bike facilities.

Type C - This classification includes children and preteens that are initially monitored by their parents and eventually depend on the system as their sole source of transportation to destinations including schools, recreation, and shopping. They generally prefer access to schools, shopping, surrounding residential areas, and recreation facilities on residential streets with low motor vehicle speed and traffic volume. Like Type B, this classification also prefers a well-defined separation between bikes and motor vehicles.

Given these two types of designs, a two tiered approach to meeting their needs is proposed by the Association.

Group Type A - This group is best served by making every street more bike friendly. This is often accomplished by adopting wide curb lanes and paved shoulders to accommodate the bicyclist in the roadway.

Group Type B/C - This group is best served by identifying key travel corridors and providing designated bicycle facilities in these corridors.

Group A comprise about 5% of the bicyclist in the entire United States. These bicyclist often reside in areas where the climate is accommodating to year round bicycle use. Assuming the fact, most bicyclist in the Kankakee County Area fit the Type B/C classification and that improvements to roadways should include separate bike facilities

in areas where high motor vehicles speeds and high traffic volumes exist. It is also noted that “since all members of the public are entitled to use public thoroughfares by their choice of mode...it is incumbent that agencies must plan and design facilities accordingly.” (AASHTO) This means that bicyclist, motor vehicles operators and pedestrians all have an opportunity to use the facilities and should all be considered equally when planning and designing the system.

Assuming that most of the bicyclist in the County are of the Group B/C classification the development of trails wherever possible, should be removed from motor vehicle traffic. In areas where it is necessary to use the pavement of the actual roadway for the trail, the shoulder of the roadway should be widened to at least four (4) feet and a preferred width of six (6) feet. A stripped bike lane or new construction of a separated trail should be considered where the traffic volume or average speed of traffic is deemed unsafe for pedestrian and bicycle traffic. These trails should be built to a minimum of eight (8) feet with a preferred width of ten (10) feet. On heavily used segments of a separated multi-purpose trail, such as the State Park or River’s Edge Trail a preferred width of twelve (12) feet should be used to avoid conflicts among users. All trails that use the shoulder of existing roadways should always be used in accordance with traffic laws and should be unidirectional with the flow of traffic. Separated trails can be bidirectional, with a clearly labeled centerline stripped down the middle of the pavement. The preferred material for construction is asphalt. Asphalt provides the best surface for the cost. Concrete is a more durable material but significantly more expensive. Loose stone, although inexpensive, is unsafe for bikes

with tire widths under 1.5". Only in rear exemptions should other materials be used for trail construction and the preferred substitute should be finely crushed limestone spread on a well compacts foundation. Regardless of surface material, the trails must meet ADA standards so that citizens with disabilities may enjoy them as well. The following diagrams show some typical examples of bikepath designs.

Figure 8 - Typical Bikepath Designs on Roadways

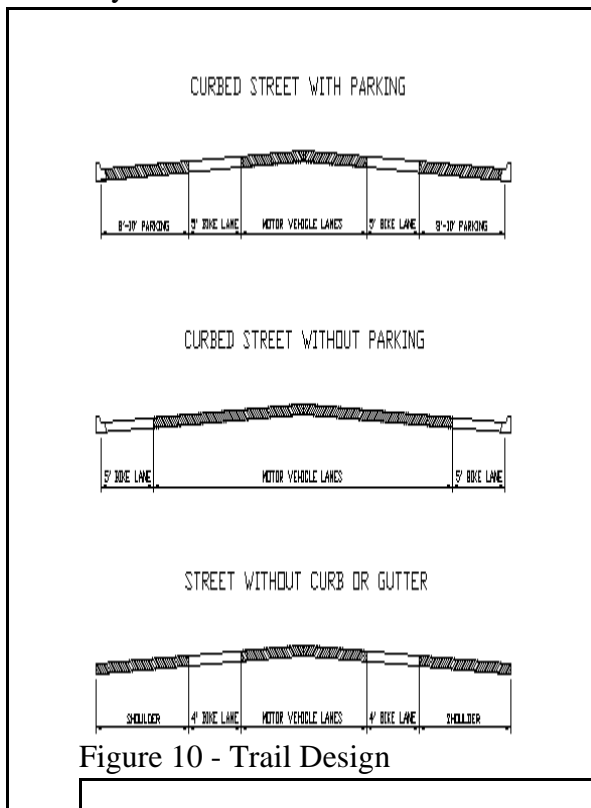


Figure 9 - Typical Rails to Trails Cross-Sections

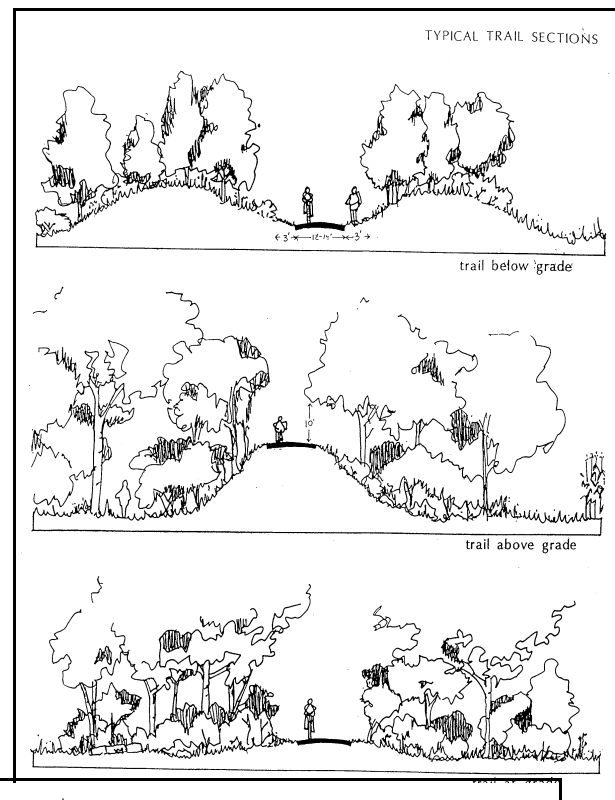
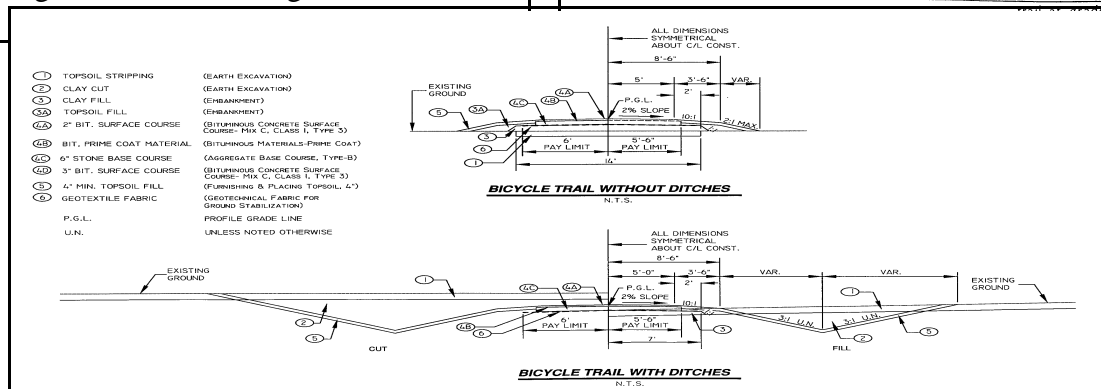


Figure 10 - Trail Design



AASHTO separates bike paths into three classification. These are listed below:

Bicycle Path (Class I)

This type of bikeway refers to a completely separated right-of-way for the primary use of bicycles.

Bicycle Lane (Class II)

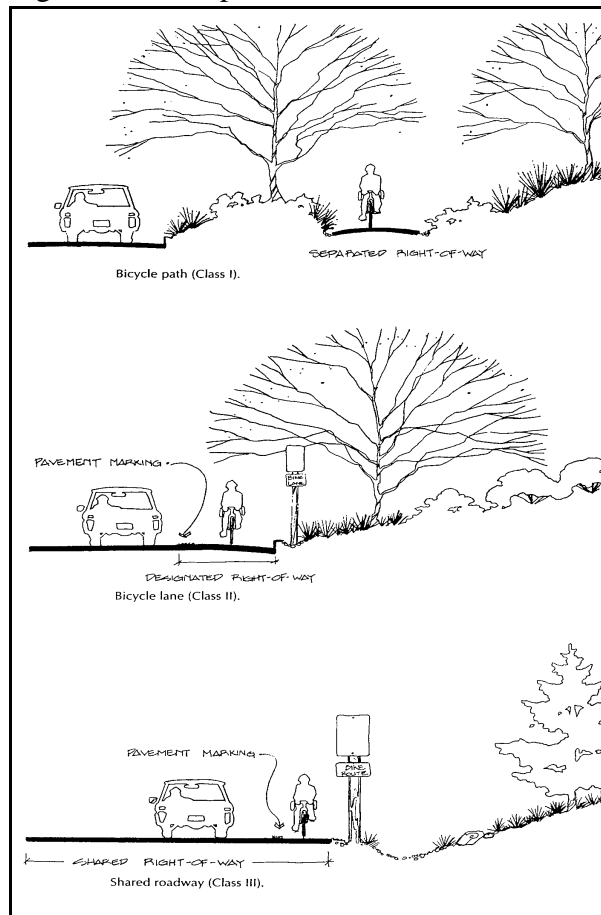
This type of bikeway refers to a portion of a roadway which has been designated by stripping, signing, and pavement markings for preferential or exclusive use by bicyclists.

Shared Roadway (Class III)

This type of bikeway refers to a right-of-way designated by signs or permanent markings as a bicycle route, but which is also shared with pedestrians and motorists.

The drawings at right illustrates these classifications.

Figure 11 - Bikepath Classification



FUNDING AND COST ANALYSIS

Local governments and private organizations which promote recreational opportunities can apply for grants with the Illinois Department of Natural Resources (IDNR) to protect and enhance the State's natural resources for outdoor recreation. DNR's local grant programs utilize a cost-share arrangement with both partners contributing funds. For most programs, fund contribution is equal, with each partner contributing 50% of a project's cost. Local recreation grant programs are available to: 1) any units of local government or special taxing district with statutory authority to acquire, develop, and maintain lands for public parks, and 2) private, not-for-profit organizations. The State reimburses the grantee after the project is completed and paid for in full by the grantee.

The grant programs have focused funds for land acquisition and development on projects that are important to communities but also individually and cumulatively address statewide needs. While the grant programs are community-based, available to municipal governments, park districts, or other government entities, there is a definite priority placed on projects that extend benefits beyond the community.

Funding through the grant programs is competitively awarded on an annual basis, based upon written applications submitted to the Department by specified submittal dates for each program. Greenways and Trails identified in the Kankakee County Greenways and Trail Plan, generally, will receive a higher priority by IDNR than those that are not listed.

OPEN SPACE LANDS ACQUISITION AND DEVELOPMENT PROGRAM (OSLAD)

The OSLAD program provides up to 50% funding assistance for land acquisition and development projects which serve a wide range of open space and recreation purposes. OSLAD program objectives are multi-faceted. Land acquisition can serve many purposes, notably to protect significant natural resources and preserve open space.

ILLINOIS BICYCLE PATH PROGRAM (BP)

The Bicycle Path grant program assists with up to 50% of the cost for acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. The program's main objective is the development of long distance bike paths and trails for safe and enjoyable use by the public.

The new federal transportation bill, the Transportation Equity Act for the 21st Century (TEA-21), continues the requirement of States setting aside 10 percent of their Surface Transportation Program funds of projects that serve to enhance the transportation system. The enhancement program allows the scope of transportation projects to expand beyond the traditional accommodations for cars, trucks, and transit.

To be eligible for enhancement funding, a project must be directly related to the transportation system. The projects must enhance the transportation system by either serving a transportation need or providing a transportation use or benefit. For example, a bike trail that connects existing facilities is serving a need for people traveling to and

from the facilities or communities. Using TEA-21 federal categories, IDOT is accepting project applications for provisions of facilities for pedestrians and bicycles and the preservation of abandoned railway corridors for the conversion and use thereof for pedestrian and bicycle trails.

Based on Illinois' anticipated apportionment, approximately \$21 million in federal funds will be available for the enhancement program through the State's Fiscal Year (FY) 2003. Federal funds will provide reimbursement up to 50% for right-of-way and easement acquisition costs and up to 80% for preliminary engineering, utility relocations, construction engineering, and construction costs. The 20 or 50% sponsor participation must come from a local government or state agency.

Below is a table showing the estimated cost for each trail. These estimates are for building the trail only and do not include land acquisition, major structures, engineering, or utility relocation. The table also assumes that the average cost per mile for trail construction is \$154,000 based on construction costs of recent trails in Kankakee County built to AASHTO standards. This table is only a guide. Firm estimates can only be acquired upon completion of construction documents.

Table 7. Approximate Cost Estimates for Trails

Trail	Estimated Length (in miles)	Estimated Cost
Aroma Trail	5.5	\$847,000
Bonfield Trail	12.25	\$1,886,500
Brown Boulevard Trail	1.25	\$192,500
Cabery Trail	2	\$308,000
Career Center Trail	1.5	\$231,000
Convention Center Trail	3	\$462,000
Diversatech Trail	2	\$308,000
Duane Boulevard Trail	1	\$154,000
Eldridge Trail	9	\$1,386,000
Grant Marsh Trail	7.5	\$1,155,000
Grand Northern Trail (Trail Only)	6.5	\$1,001,000
Grand Southern Trail	11.75	\$1,809,500
Greenwood Trail	2.5	\$385,000
Horse Creek Trail	8.5	\$1,309,000
Limestone Trail	5	\$770,000
Manteno Downtown Trail	4.5	\$693,000
Manteno-Grant Park Trail	11	\$1,694,000
Manteno Trail	4.5	\$885,500
Momence Cross Town Trail	.75	\$115,500
North Manteno Trail	3.5	\$539,000
North Momence Trail	8	\$1,232,000
Perry-Davis Trail	2	\$308,000
Pilot Trail	21.75	\$3,349,000
Reddick Trail	7	\$1,078,000

Kankakee County Greenways and Trails Plan, 1999

River Road Trail	6	\$924,000
River's Edge Trail	3.75	\$577,500
Rock Creek Equestrian Trail	2.5	\$385,000
Rock Creek Trail	1.25	\$192,500
Sandbar Trail	6	\$924,000
Savanna Trail	19.75	\$3,041,500
South Kankakee Trail	2	\$308,000
South Midewin Trail	7	\$1,078,000
South Momence Trail	4	\$616,000
Sugar Island Trail	5.5	\$847,000
Trans Bradley Trail	4.5	\$693,000
Trans Manteno Trail	1.5	\$231,000
Waldron Trail	3	\$462,000
West Kankakee Trail	2	\$308,000
West Manteno Trail	2.5	\$385,000
Willow Trail	5.5	\$847,000